



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
SAM NUNN  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA GEORGIA 30303-8960

May 03, 2010

Mr. Martin Knopp,  
Division Administrator  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, FL 32303

Subject: Interstate 395, Miami-Dade County, Final Environmental Impact Statement (FEIS)  
Federal Aid Project No. NH-6182 (10)  
Financial Project Number: 251670-1-22-02  
FHWA-FL-EIS-09-01-F

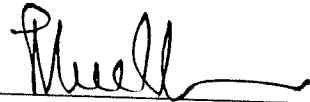
Dear Mr. Knopp:

Thank you for your interagency coordination efforts on the proposed project. The U.S. Environmental Protection Agency (EPA) participated in site visit on August 14, 2009, and provided agency sole source aquifer scoping comments on February 7, 2008. Pursuant to Section 309 of the Clean Air Act and Section 102(2)(c) of the National Environmental Policy Act (NEPA), EPA Region 4 has reviewed the Final Environmental Impact Statement. The project involves major upgrades that include interchanges. The interstate is linked with the East-West Expressway (SR 832), a toll road, and with the MacArthur Causeway across the Biscayne Bay.

The proposed project examines five alternatives, including a no build, two elevated bridges, a tunnel and an open cut. The two elevated designs were entitled: Alternative 2, Elevated with Ramps at Midtown Interchange (Figures 2-4, 2-5, S-4 pages 2-8, 2-9); and, Alternative 3, Ramps at Miami Avenue (Figures 2-6, 2-7, and 2-8, pages 2-11, 2-12, 2-13). The two depressed designs were Alternative 4, Tunnel, Ramps at Miami Avenue (Figures 2-9, 2-10, pages 2-14, 2-15), and Alternative 5, Open-Cut, Ramps at NE 1st and NE 2<sup>nd</sup> Avenues (Figures 2-11, 2-12, pages 2-17, 2-18). The elevated Build Alternative 3 was the preferred design. This design features paired bridges that span nearly one mile between the Midtown Interchange and Bayshore Drive, with a partial interchange near the bridge's mid-point. The interchange at N Miami Avenue includes two westbound onramps and two eastbound off-ramps. The proposed geometry of the two Biscayne Boulevard ramps (slip ramps), at the eastern terminus portion of the I-395 corridor, are similar to the existing ramp layout.

The FEIS addressed the majority of our DEIS comments. Enclosed are our remaining comments that can be addressed in the ROD. Thank you for the opportunity to comment on the FEIS. Please forward one hard copy of the ROD to EPA Region 4 to maintain in our record. If you have questions on the comments or need further assistance, please do not hesitate to contact Maher Budeir at (404) 562-9514 or [budeir.maher@epa.gov](mailto:budeir.maher@epa.gov) or Ntale Kajumba for environmental justice concerns at (404) 562-9620 or [kajumba.ntale@epa.gov](mailto:kajumba.ntale@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Mueller', written over a horizontal line.

Heinz J. Mueller  
Chief, NEPA Program Office  
Office of Policy Management

Enclosure: EPA Detailed Comments  
cc: FDOT, District 6

## **Enclosure 1: EPA Detailed Comments**

### **Interstate 395, Miami-Dade County, Final Environmental Impact Statement (FEIS)**

---

Based on our review of the FEIS, EPA has concerns regarding the potential for impacts to children's health due to the close proximity to several schools along the proposed alignment.

#### ***Public Involvement:***

EPA notes and commends FDOT and FHWA's efforts to ensure that an effective public involvement strategy was implemented on this project. The efforts of the I-395 Community Outreach Office in an Overtown storefront, and establishment of a telephone hotline and project website, most public officials and community representatives appear to support the preferred alternative. Information regarding the project description, large aerial maps of the project area and proposed design, public comment logs, videos and brochures about the project, public meetings, and local jobs postings and a computer are available to both visitors and local residents. EPA recommends that these efforts continue through the future design and construction phases of the project.

#### ***Children's Health/Air Quality and Noise:***

There are fourteen schools or training centers in the project area including two postsecondary units (Miami-Dade College Mitchell Wolfson New World Center Campus and New World School of the Arts), seven (7) Miami-Dade County Public Schools (MDCPS) and five (5) private schools. Most of the student schools are located in Overtown.

Continued involvement during future phases of the project is necessary. While the preferred alternative may not result in significant impacts when completed, interim condition during construction of such major project are likely to produce interim noise, air quality and safety challenges. In recognition of these concerns, EPA recommends continued community involvement throughout the construction phase as well as consideration for employing air monitors to monitor pollutant levels near school grounds during construction. Additionally, continued community involvement is necessary to refine steps taken to ensure student safety and mitigate for any noise issues during the construction phase.

#### ***Water Quality and Contaminated Sites:***

EPA recognizes FDOT's commitment to fully mitigate storm water impact and any potential impact of existing groundwater contamination.